eats Effendi in Long Island Handloap Ocean Bound's Vernal-Thistledale Jumps Finely Lawton Wiggins. Rio

Nearly 17,000 persons enjoyed some assy rading at Sheanshead Bay yesterday It was superb weather for the rt and the crowd was by far the largest of the season. The clubhouse and balonies were allve with society people, who over the thoroughbreds in the eautiful paddock. The grandstand was filled and during the running of the various events the lawn reminded one of old times The hyrses ran so closely to public form that l'avorites came home in triumph, much

to the delight of their supporters. Oneck Stable's three-year-old Fashof his career in the Long Island Handieap, at a mile and a furlong. He conceded live pounds to W. T. Ryan's Effendi, 5 to 2, eight to James R. Keene's Affliction, played to beat him. In the first quarter of a mile Effendi tried to keep pace with Fashion Plate, but the latter had such a onderful turn of speed that he soon took ommand. H. Smith after that did not let he Woolsthorpe celt down, yet he breezed long at a terrific rate and won in a gallop

the Woolsthorpe colt down, yet he breezed along at a terrific rate and won in a gallop in 151, a new record for the track, as the previous figures were 151 2-5, hung up by Firestone last September. The latter carried seven pounds less. Effendi hung on well and beat Affliction by two lengths for the place. Previous winners were Sir Watter, Ramspo, Lucania, Clifford, Ogden, Bangie, Charentus, Gold Heels, Herpert, Douro, Major Dainserfield, Froper, Dishabille, Cottontown and Far West.

The odford Clay's Ocean Bound, believed to be form start of fills, was an easy than or of her age in training, was an easy than or of her of the place of the course with Jockey Taplin, a new boy from the West, in the saddle, she set a smashing pace from start of fills and colled home on the bit with wo and and folled home on the bit with wo and and colled home of the college o

Butwell on Lawton Wiggins, 13 to 10, and V. Powers on Takahira, 4 to 1, had a berce duel in the homestretch in the Bal-ot Highweight Handicap at six and a half the Highweight Handleap at six and a half furious, main course, with the result that the former got the verdict by a scant half length in 120. J. L. McGinnie's Spellbound, 5 to 1, was third, three lengths away, after the course of difficult for many cars to negotiate. The car was equipped with a Rambier land of to 1, was third, three lengths away, after the care of the course of the former got the verdict by a scant half length in 120. J. L. McGinnie's Spellbound, 5 to 1, was third, three lengths away, after the care of the following the course of the following the care of the following the following the following the care of the following th

Ballot Highweight Handicap; for three-year ds and upward: \$500 added; six and a half fur

anteed gross value \$2,500; five furlongs, Futurity course:

Horse and Age. Wt. Jockey. Betting. Fin. Ocean Bound, 2. 115. Taplin. 9-20 out 12% Amelia Jenks, 2. 110. Grand. 7-1 7-5 greenvale, 2. 115. E. Dugan. 10-1 2-1 51 Angerona, 2. 119. Butwell. 5-1 even 4 Jacquelias, 2. 110. V. Powers. 15-1 4-1 5 Time, 0:50 2-5. Good start; won easily; Ocean Bound, br. f. 2, by Star Shoot—Flying Ship; owned by Woodford Clay; trained by F. Brooks.

Clay: trained by F. Brooks.

FOURTH RACE.

Long Island Handicap; for three-year-olds and upward; \$1.000 added; one mile and a furlong: Horse and Ape. Wt. Jockey. Betting. Fin. Pashion Plate, 3. 107 H. Smith... 4-5 out 18 Effendi, 3. ... 102 W. Doyle. 5-2 out 22 Affliction, 3. ... 94. Glass... 16-5 out 37 Time, 1.51.

Good start; won easily: Fashion Plate, ch. c., 3, by Woolsthorpe-Fashionable; owined by the Oneck Stable; trained by W. H. Karrick.

mile:

Horse and Age. Wt. Jockey. Betting. Fin.
Rio Grande, 5. 138. Mr. Wright 7-2 even 1n
Bobble Kean, aged.141. Mr. D. Kerr 9-5 3-5 28
Killochan, 5. 138. Mr. E. T. ker 7-1 2-1 3-1
King Sol. 4. 141. Mr. J. T. Rer 30-1 8-1 4
Footpad, 3. 139. Mr. Fl'ch'n 3-2 1-2 5
Poor start; won driving; Rio Grande, b. g., 5,
by Pessara—Valora; owned by Thomas Wright;
krained by William Keatings.

turf:

Horse and Age. Wt. Jockey. Betting. Fin.
Bonnie Kelso, 3. 96. Upton. 4-5 2-5 12
Mellowmint, 3. 103 Page. 18-5 7-6 26
Gus Helm, 3. 103 Butter. 8-1 5-2 36
Wilton Lackaye, 5. 105 E. Dugan. 18-5 7-5 4
Indomitable, 3. 85 Garner. 30-1 10-1 5
Al H. Woods, 5. 105 McCahey. 30-1 10-1 6
King of Bashan, 5. 105 McCahey. 30-1 12-1 7
Bigot, 4. 103 Grand. 15-1 5-1 8
Time, 2:33 3-5.

Good start: won easily: Bonnie Kelso, b. g. 3

St. CATHERINES, Ont., July 10,-The thirtieth annual Canadian Henley regatta, the Canadian national meeting of paramer pected that there will be a record entry list and that crack American oarsmen will

compete.
The American national regatta is to, be held at Detroit one week later and the caremen can go direct there from here, thus taking in the two big meets in one trip.
Oarsmen from New York, Boston, Detroit, Philadelphia, Memphis, Toronto, Montred, Ottawa and other cities probably will be here.

Special Cable Despatch to TRE SUN.

JUMPERS AT SPRING LAKE. Country Club Meeti

SEA GIRT, N. J., July 10 .- At the Spring bake Country Club the first race meeting of the season was held to-day. The running brought out a large crowd of the summer residents from Rumson Road to Sea Girt. Among those who occupied parking spaces with their automobiles were Albert Davis and John G. Sherman, New York; Tonzo

and John G. Sherman, New Yerk; Tenze Sauvage, Newark; Albert Marburg, Baltimore: W. H. Linburg and Walling G. Sickel. Trenton, and Capt. Bryant and Gen. Wilbur F. Sadier of Trenton.

Members of the race committee were Col. J. J. O'Donohue, Peter Hauck, Jr., J. Schuyler Casey, W. A. Roland and D. Hoonan. The stewards of the club were W. H. F. Huhn, A. C. Schwartz, Capt. W. C. Bryant. Forbes Hennessy, Richard Stockton, P. F. Brumer and Plunkett Stewart. The club cup I at the first race was won by Col. J. J. O'Donohue's Hammond Lass, with A. C. Schwartz's Fearless in second place. The second race, for hacks and hunters, was taken by R. Stockton's Spring Girl. The same owner's Interesting was second.

Strang Improves 50 Mile Auto Record.

SPRINGFIELD, Ill., July 10 .- Lewis Strang n a Buick racing car beat his own record of fifty miles in an automobile race at the

Another perfect score was added to the now long list held by the new Rambiers at the finish of the Allen relibality tour from Denver to Pueblo and return. The Rambier model forty-four carried in this contest greater weight than any other car entered and finished perfectly over a course too difficult for many cars to negotiate. The car was equipped with a Hambier spare wheel, but it was not necessary to make use of this handy device on the tour.

GLIDDEN TOUR STARTS FROM DETROIT TO-MORROW.

More Than Fifty Cars Expected in Sixth Annual Beliability Event of American Automobile Association—This Year's Contest Longer Than Previous Affairs

Glidden tour ever run by the American Automobile Association will be started rom Detroit early to-morrow morning and will be ended on July 30 at Kansas City, Mo. This will be the sixth annual tour of the A. A. A. and will include the contests for the Glidden, Hower and Detroit trophies. Up to July 4 Chairman Hower had received forty-seven entries for the tour, and several post entries will probably have been made before the first car is started away from Detroit at 7 o'clock to-morrow morning.

The tour this year seems assured of being the most interesting and important of any yet held, as it is the most arduous that has been projected. The distance is a thousand test for the Glidden trophy and the rules participants into territory not previously ravelled and there will be many novel travelled and there will be many novel features. In previous years the Glidden trophy has been won on tours through the Eastern States, but now the cars are to at first elected and as shown in the list. Eastern States, but now the cars are to have a drive of nearly 1,900 miles westward

La Porte, Ind.: Chicago, Waukegan, Ill.: Racine, Milwaukee, Madison, La Crosse, Wis.: St. Paul, Minneapolis, Mankato-Minn.: Fort Dodge, Council Bluffs, Ia.:

Minn.; Fort Dodge, Council Bluffs. la.:
Omaha, Fremont, Grand Island, Kearney,
Cozad, North Platte, Neb.; Julesburg, Fort
Morgan, Denver, Colorado Springs, Hugo,
Col.; Sharon Springs, Oakley, Hays, Salina,
Topeka and Kansas City.
For the benefit of those who will want
to communicate with persons on the tour
Chairman F. B. Hower of the A. A. A.
contest board, has issued a list telling where
to address mail at the various places.
This is as follows, the date of the tourists'
arrival being given first:

July 12—Kalamazoo. Mich. Burdick House.
July 13—Chicago, Ill. The Annex.
July 14—Madison, Wis. Avenue Hotel.
July 18—La Crosse. Wis. Stoddard Hotel.
July 19—Manikato, Minn. Saulpaugh Hotel.
July 20—Fort Dodge, la. General Delivery.
July 22—Kearney, Neb. General Delivery.
July 23—Julesburg, Col. General Delivery.
July 24—Denver, Col. To be announced at Detroit or Chicago.
July 27—Hugo, Col. General Delivery.

clusive. Class E—Cars listed at \$909 and under.

mounted by a full touring body and carrying four passengers of equivalent ballast.
For the Hower trophy any regular stock
chassis mounted by a runabout body carrying at least two persons may compete
any stock chassis mounted by a ministure
tonneau and earrying four persons, or the
equivalent ballast, may compete fer the
Detroit cup. Each class of entrants will
have different running schedules, but the

DETROIT, Mich., July 10 .- The motorists

For the second time within the year the efforts of Boston motorists to merge the Bay State Automobile Association and the Boston Motor Club have been unsuccessful. A meeting was recently held by the Bay State A. A. at which the consolidation of the two clubs was discussed. President Speare of the American Automobile Association was present, and he worked hard to bring the merger about, but it was defeated.

Instead of there being a large number present there were only twenty-five on

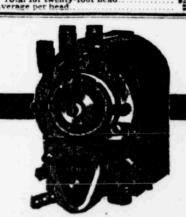
present there were only twenty-five on hand, and the final vote that defeated the question stood sixteen against and nine for the merger. It was something of a surprise, because it was thought that the two clubs had buried their differences and would get

KEENE YEARLINGS SELL WELL R. F. Little Pays Top Price, \$3, 100, for

Bay yesterday afternoon for a total of attended by a large crowd of owners, breeders and racing, enthusiasts. R. F. Little ers and racing, enthusiasts. R. F. Little was a liberal purchaser. He paid top price, \$3,100, for a half-brother to Rose Queen and Whitechapel, \$1,000 for a sister to Esperanto, \$1,100 for a half-sister to Ceit and \$500 for a filly by Disguise—Ladasine. P. T. Chinn secured a colt by Ben Brush—Coppelia, the latter a half-sister to Ballot, for \$2,000. John E. Madden paid \$2,000 for a ster to Pope Joan and a half-sister to Hurst Park. A half-sister to Veil and Maskette went to W. H. Stuart for \$2,000. F. J. Nolan got a full sister to Hilarious for \$1,300 and John Powers, acting for Tom Shaw, bought a half-brother to Conroy for \$1,400.

The sale was as follows:
Bay or brown colt, by Voter—Mosquito:

Actions of the control of the contro



PALMER-SINGER

Announcement

The cars which we are now manufacturing and offering for immediate delivery will be continued throughout 1910 as our standard models for that year. The only changes are unimportant refinements.

> From the beginning our cars had every valuable and important feature which the best manufacturers are announcing this year as the new features of their various 1910 models.

Palmer-Singer features a year ahead of others.



No experiment.

Six years of standard service.

From the beginning all types of Palmer-Singer cars were built with four speed selective type sliding gear transmissions. Other manufacturers of high-priced cars are adopting four speeds for the first time in their 1910 cars. Other features, which others are now adopting, but which we proved out and standardized a year ago in all Palmer-Singer Models, are the use of imported annular Ball Bearings throughout, universal joints on all steering connections, the use of nickel steel in axles and all points where unusual strength is desirable, multiple disc clutches running in oil, shaft drive on all models, all brakes on rear axles, equalized and internal expanding-the enclosing of all moving parts in dust-proof cases. The Bosch high tension magneto is used on all types and is a part of the regular equipment.

These are the chief points which are being held out to you as new features by other makes. With us they are no experiment. We have proven by a very successful year of use that they are standard and necessary to the highest types of cars. We can make no improvement on them. We cannot build to-day, nor years hence, a better car.

We are building to-day 1910, 1914, 1916 Models. Our cars, every one of them, are standard, and if you buy one now you will find that six years hence it will give every service that you can get from the very best cars then made and offered for sale.

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New York and Chicago Agents the Simplex.



York use the Atlas Engines. Five moving parts only—no disap-pointment, no delay, no bother. Four miles to maximum speed ithout changing speed gears.

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